

IN THE CLAIMS:

Please cancel claim 19.

Please amend claims 4, 9, 11, 13, 15, and 18 as follows:

1. (ORIGINAL) A method of automated rail loading of automotive vehicles, said method comprising the steps of:

attaching tags to the automotive vehicles;

performing an automated railcar identification; and

generating an automated load makeup based on the identified railcar and the automotive vehicles; and

locating the automotive vehicles and loading the automotive vehicles on a railcar specified in the automated load makeup; and

shipping the automotive vehicles via the railcar to a final destination specified in the automated load makeup.

2. (ORIGINAL) A method as set forth in claim 1 wherein said step of performing automated railcar identification comprises scanning an identification number of a railcar.

3. (ORIGINAL) A method as set forth in claim 1 including the step of performing automated automotive vehicle identification.

4. (CURRENTLY AMENDED) A method as set forth in claim 3 wherein said step of performing automated vehicle identification comprises electronically reading the tags on the automotive vehicles by ~~RF~~ radio frequency (RF) antennas installed in a rail shipping yard.

5. (ORIGINAL) A method as set forth in claim 1 including the step of moving the tagged automotive vehicles to a vehicle release point adjacent to a rail yard.

6. (ORIGINAL) A method as set forth in claim 5 including the step of moving the tagged automotive vehicles in the rail yard.

7. (ORIGINAL) A method as set forth in claim 1 wherein said automated load makeup comprises a track spot, railcar number, number of automotive vehicles to be loaded on railcar, and destination route code.

8. (ORIGINAL) A method as set forth in claim 1 including the step of performing a final quality check on the automotive vehicles just prior to loading the automotive vehicles onto the railcar.

9. (CURRENTLY AMENDED) A method ~~as set forth in claim 1 including the step of~~ automated rail loading of automotive vehicles, said method comprising the steps of:
attaching tags to the automotive vehicles;
performing an automated railcar identification;
generating an automated load makeup based on the identified railcar and the
automotive vehicles;

locating the automotive vehicles and loading the automotive vehicles on a railcar specified in the automated load makeup;

removing the attached tags from the automotive vehicles prior to shipping; and
shipping the automotive vehicles via the railcar to a final destination specified in the automated load makeup.

10. (ORIGINAL) A method as set forth in claim 1 wherein said step of attaching comprises attaching active radio frequency (RF) tags to the automotive vehicles.

11. (CURRENTLY AMENDED) A computerized method of automated rail loading of automotive vehicles, said method comprising the steps of:

attaching radio frequency (RF) tags to the automotive vehicles;
performing automated automotive vehicle identification;
performing an automated railcar identification;
generating an automated load makeup based on the identified railcar and the identified automotive vehicles;

locating the automotive vehicles and loading the automotive vehicles on a railcar specified in the automated load makeup; and

shipping the automotive vehicles via the railcar to a final destination specified in the automated load makeup.

12. (ORIGINAL) A computerized method as set forth in claim 11 wherein said step of performing automated railcar identification comprises scanning an identification number of a railcar.

13. (CURRENTLY AMENDED) A computerized method as set forth in claim 11 wherein said step of performing automated vehicle identification comprises electronically reading the tags on the automotive vehicles by ~~RF~~ radio frequency (RF) antennas installed in a rail shipping yard.

14. (ORIGINAL) A computerized method as set forth in claim 11 including the step of moving the tagged automotive vehicles to a vehicle release point adjacent to a rail yard.

15. (CURRENTLY AMENDED) A computerized method as set forth in claim 11 including the step of moving the tagged automotive vehicles in ~~the~~ a rail yard.

16. (ORIGINAL) A computerized method as set forth in claim 11 wherein said automated load makeup comprises a track spot, railcar number, number of automotive vehicles to be loaded on railcar, and destination route code.

17. (ORIGINAL) A computerized method as set forth in claim 11 including the step of performing a final quality check on the automotive vehicles just prior to loading the automotive vehicles onto the railcar.

18. (CURRENTLY AMENDED) A computerized method ~~as set forth in claim 11 including the step of~~ automated rail loading of automotive vehicles, said method comprising the steps of:

attaching tags to the automotive vehicles;

performing automated automotive vehicle identification;

performing an automated railcar identification;

generating an automated load makeup based on the identified railcar and the identified automotive vehicles;

locating the automotive vehicles and loading the automotive vehicles on a railcar specified in the automated load makeup;

removing the attached tags from the automotive vehicles ~~prior to shipping;~~ and shipping the automotive vehicles via the railcar to a final destination specified in the automated load makeup.

19. (CANCELED)

20. (ORIGINAL) A method of automated rail loading of automotive vehicles, said method comprising the steps of:

attaching radio frequency (RF) tags to the automotive vehicles;

moving the tagged automotive vehicles to a vehicle release point adjacent to a rail yard;

moving the tagged automotive vehicles from the vehicle release point into load lanes in the rail yard;

performing automated automotive vehicle identification;

performing an automated railcar identification;

generating an automated load makeup comprising a track spot, railcar number, number of vehicles to be loaded on railcar, and destination route code based on the identified railcar and the identified automotive vehicles;

locating the automotive vehicles and loading the automotive vehicles on a railcar specified in the automated load makeup;

removing the attached tags from the automotive vehicles; and

shipping the automotive vehicles via the railcar to a final destination specified in the automated load makeup.